

# BUILDER'S GUIDE

## TORRANCE PERSONS AND PASTIMES

Comings, Goings and Doings of Folks Hereabouts

Gene Barnett of Arlington avenue is so far improved after several weeks' illness as to be up and about his home.

Guests Sunday of Mr. and Mrs. Harry Bodley were Mr. Bodley's mother, Mrs. Ida Bodley, and Bob McCraig of Sawtelle.

Mrs. Ault Shugg and Mr. and Mrs. F. O. Carruthers of El Monte were dinner guests Sunday of Mr. and Mrs. J. H. Fess of Arlington avenue.

Mr. and Mrs. P. G. Briney and son Wallace were Sunday guests of friends in Santa Ana.

Mr. and Mrs. C. Cook were recent guests of Mr. and Mrs. J. F. Cook of Harbor City.

C. C. Schultz of Santa Ana, the senior member of Schultz, Peckham & Schultz, was a business visitor in Torrance Thursday.

Talented little performers who took part in the recital given by Miss Juny at Redondo Beach Saturday afternoon were the little misses, Laura May Hyde and Pearl Gilbert, of Vista Highlands.

Mrs. William Earle and son Richard, of Los Angeles, were week-end guests of Mrs. Nettie Steinhilber of Gramercy avenue.

Guests last week of Mr. and Mrs. N. A. Leake were Mr. and Mrs. J. J. Leake of Fresno.

Mr. and Mrs. Will Weyrauch of Delta, Colo., are guests this week of Mr. and Mrs. P. G. Briney.

Mr. and Mrs. Austin Clark were dinner guests Sunday of Mrs. Clark's mother, Mrs. L. W. Thomas, of Los Angeles.

Mrs. Sara Clark was the guest last week of Mrs. L. W. Thomas at Los Angeles.

Mr. and Mrs. Harry McManus and Calvin Overdeer were recent visitors to Paso Robles.

Mr. and Mrs. E. H. Nash have moved from Arlington avenue to Redondo Beach.

Mr. and Mrs. Nelson Reeve have moved to their new home at Lawndale.

Misses Dorothy Howe and Helen Reeve were visitors at Redondo Beach Sunday.

Miss Mattie Rowley of Los Angeles was a week-end guest of her sister, Mrs. J. M. Fitzhugh, of Arlington avenue.

Pave Western Avenue

## RAILROAD COMMISSION TAKES JURISDICTION OVER TRUCKING COMPANIES IN HARBOR DISTRICT

Complete jurisdiction was assumed by the railroad commission over motor truck carriers operating between Los Angeles city proper and Los Angeles harbor points, in a decision rendered November 18. The commission held that such operations constitute a transportation service over public highways not entirely within the corporate limits of Los Angeles, and are entirely distinct from those of water carriers by whom the shipments hauled by the motor carriers are received and delivered at Los Angeles harbor.

The decision was rendered by the railroad commission in proceedings brought on complaint of the Hodge Transportation system and the Los Angeles and San Pedro Transportation system against the Ashton Truck company and twelve other motor transportation companies operating between the city of Los Angeles and Los Angeles harbor points. The complaint alleged that defendants had never obtained from the railroad commission certificates to conduct such operations, and had not conformed with the provisions of the Public Utilities act by filing rate schedules as required by that statute. The commission ordered the defendant companies to desist from their illegal operations and to apply to the commission for certificates, or to file rates and schedules within 60 days of November 24, 1933, the effective date of the order, according to their respective classification by the commission.

The decision of the railroad commission, which was rendered after extensive hearings by Commissioner Shore, will serve to clear up uncertainty as to the commission's jurisdiction and right to regulate these carriers.

The defendant carriers fall within two classes, eight of them having begun operations before May 1, 1917, and thereby not being required to obtain certificates from the railroad commission, but are required to file tariffs of rates and schedules with the railroad commission; and five of them who began operations subsequent to May 1, 1917, and are required to obtain certificates to operate, and to file rates and schedules as provided by the Public Utilities act.

The commission points out in its decision that it is required by the Public Utilities act to assume jurisdiction over the operations of both these classes of motor carriers, holding that motor truck operations between Los Angeles proper and harbor points is necessarily conducted over a route not entirely within the corporate limits of Los Angeles, and involves transportation on public highways.

The contentions of the defendant carriers that this traffic came under the definition of interstate commerce

because the shipments handled originated at, or were destined for, points outside the state, were set aside by the commission on the ground that the truck movement involved in these proceedings is a transportation service entirely distinct from that of the water carriers handling the shipments in interstate commerce.

The commission, in recognition of the enormous volume and urgency of the Los Angeles business handled by the defendant operators, exercised lenience in permitting them to continue operating to a date sufficiently far ahead to enable the carriers to legalize their operations by making proper applications to the commission, and to submit evidence showing that public convenience and necessity require their continuance.

The defendant companies who have been engaged in this traffic since prior to May 1, 1917, and who accordingly are not required to obtain certificates from the commission but are required to file rates and schedules, are: Ashton Truck company, B. W. Belyea Truck company, California Truck company, Citizens' Truck company, Paul Kent Truck Co., Inc., Pioneer Truck and Transfer Co. of Los Angeles, Star Truck and Transfer company, Smith Bros. Motor Truck company.

The carriers whose operations were begun subsequent to May 1, 1917, and who are required to obtain certificates from the commission, as well as to file tariff rates and schedules, are: Pacific Transportation company; Scandia Truck and Transfer company, Inc.; Carmichael-Skidmore corporation; Grey M. Skidmore, and Grey M. Skidmore, Inc.; Wade Shipping company.

Mr. and Mrs. F. M. Compton and family, of Andreo avenue were Sunday guests of Venice friends.

Mr. and Mrs. R. R. Howe of Amalgama avenue entertained at dinner Sunday Mr. and Mrs. M. C. Harshaw of Moneta.

Pave Western Avenue

W. D. Gray, Batesville, Ark., writes as follows:

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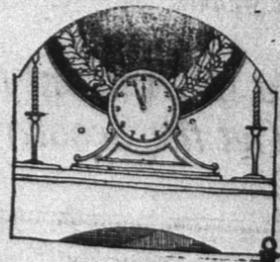
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